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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

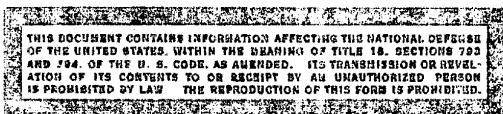
DATE DISTR 29 September 1953

SUBJECT Information on the Rebuilding of an East
German Aircraft Industry

NO. OF PAGES 1

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ACQUIREDNO. OF ENCLS
(LISTED BELOW)DATE OF
INFOSUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The Main Administration for the Manufacture of Transport Machinery is located in Dessau, reportedly in an administrative building of the VVB Abus. The enterprises controlled by the Main Administration mentioned have been allocated funds to be spent on investments and development orders. Since the establishments involved worked for the German aircraft industry during World War II, [redacted] the means involved were to be spent on aircraft armament. [redacted] the following plants were assigned to the Main Administration for the Manufacture of Transport Machinery: VEB Optima, Leipzig, formerly at Mansfeld. Allocation received: 24,000 eastmarks; VEB Printing Machines Plant, Leipzig. Allocation received: 25,000 eastmarks.¹
2. The reconstruction of the Junkers Aircraft Plant is organized by the Ministry for Transportation and Agricultural Machine Construction. The production facilities of the Hallesche Baekoremaschinen Fabrik (HABAEMFA) on the site of the former Siebel Aircraft Plant in Halle will, allegedly, also be taken over by this Ministry. A large portion of the work force of HABAEMFA was given notice for early April 1953. However, this did not apply to former Siebel personnel.
3. The reconstruction of the administration building of the former Junkers Aircraft Plant in Dessau is practically completed. The staff charged with the reconstruction of the plant and probably also a staff in charge of organization are located in this building. [redacted] the firm of Junkers Co, Thermic Apparatus, the premises of which bordered on the area of the Junkers Aircraft Plant, had been ordered to vacate the premises for the latter plant.²
4. After the reconstruction of the Junkers Aircraft Plant has been completed, the following enterprises are to be made into delivery plants: RAW-Dessau, Polysius Engineering Plant³; and an undetermined firm in Raguhn near Dessau which had formerly manufactured landing gears for Junkers.⁶
5. [redacted] there was a tendency to assign to the organizational staff of the Junkers Aircraft Plant only SED men and personnel which had not been in American or British PW captivity. However, this principle

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was not rigidly adhered to, because the administrative staff, which was already functioning, was headed by one Sprott (fnu), a former administrative expert of the Junkers Works, who is very critical of the SED regime. The Junkers experts who returned from the USSR in late 1952 were compelled to work in Pirna. However, it is expected that they will soon be returned to Dessau. Former Junkers engineers who still worked in Pirna included one Wedler (fnu), who had specialized in the field of aircraft wings, living on Tempelhofer Strasse or Eichenweg in Dessau-Sued, and Anton Zeressen, at the same address as Wedler.

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6. During World War II, Dr Willi Burmeister was employed by the firm of Raspe (Raspe tanks). From 1945 to February 1952, Burmeister worked at Podberezhe. After his return to Germany, he worked at the Buna Works in Merseburg. At Podberezhe, he mainly experimented with petroleum and hydrochloric acid with a view to finding a method for their spontaneous ignition. He also made experiments with type T and C rocket fuels. In mid-March, Dr Burmeister was asked by the Main Administration for the Manufacture of Transport and Agricultural Machinery in Dessau to report there. He was offered the management of the chemical laboratory in Dessau where mainly experiments with rubber (Raspe tanks etc) were to be made. Dr Burmeister [] was unwilling to accept the post, because he feared that Dessau would be made a restricted area and that he would then be forced to move his family from Berlin-Hohenneuendorf to Dessau. []
- [] graduate engineer E.C. Baade, who still is in Podberezhe, is mainly responsible for the fact that only a small organization of designers will remain in Pirna while most of the aircraft designers available will move to Dessau. In March and April, the following technical experts, all of whom had previously worked at Podberezhe, were hired by the HV Transport- und Landmaschinenbau (Main Administration Transportation and Agricultural Machine Construction) in Dessau: Engineer Theo Maedebach, formerly chief of the Junkers material testing laboratory, now living in Halle; Engineer Pallow (fnu), formerly employed as a designer by the Siebel Aircraft Plant, living in Dessau; Engineer Otto Hauber, formerly a Junkers designer, now living in Halle; Engineer Alfred Bormann, previously chief of the Junkers factory airfield, subsequently employed by the VEB Industrierwerke in Ludwigsfelde, now living in Dessau; Engineer Hans Dominik, formerly a Junkers designer, now living in Pirna; Engineer Erich Werner, formerly at the acceptance department of the Junkers Aircraft Plant, was employed until recently at the ZKB (Zentralkonstruktionsbuero) in Berlin. He lives in Berlin.

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7. Bernd Weinberger is Minister for the Transport and Agricultural Machine Industry. He has his office on Leipziger Strasse in Berlin, but sometimes comes to Dessau. Weinberger is charged with building up an aircraft industry in East Germany. He is assisted by Heischel (fnu), Generalinspektor of the Main Administration for Aviation. Heischel is responsible for aircraft armament projects in and around Dessau. Weinberger's representative is State Secretary E. Wolf. [] a new plant of the Nagema was being built in Leipzig-Schkeuditz. The plant was to be a consolidation of the former Siebel and Erlaer Aircraft Plants. [] the Nagema advertised in the Saechsische Zeitung for skilled workers, including machinists, lathe operators, welders, designers, technical draftsmen etc. Heischel showed great interest []

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8. [] in the course of one week about four million eastmarks which were originally earmarked for the construction of hangars in Dessau were allocated to the Fuerstenberg construction project. This step was allegedly taken because the technical records for the Dessau project were not completed. Three hangars were under construction in Dessau during the reported period. The materials required for this project are already available. The roof constructions for these three hangars were being assembled on the ground. Construction work made only slow progress. Clearing up work in the area of the former Junkers

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Aircraft Plant was continuing. Structural parts and construction materials were piled up along the Dessau-Dessau/Alten railroad line. [] clearing up work would be completed in about two months. About 500 construction workers were employed in the area of the Junkers Works, while temporary accommodations were available for about 1,000 men. Of these 500 workers, about 200 belonged to the Bauunion Bitterfeld. Their work was supervised by chief construction supervisor Schulze (fnu) of the Dessau bureau of the Bauunion Bitterfeld. The other 300 construction workers who belonged to the Bauunion Leipzig, worked on the former administration building of the Junkers firm and on smaller buildings. The Bauunion Leipzig was to be withdrawn from the construction site. Voluntary workers from Dessau helped in clearing up the area.

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9. [] an engineer of the former Junkers Aircraft Plant who had allegedly returned from the USSR that the Junkers aircraft engineers still in the USSR would not return to Germany before August although their return was expected for early May.

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10. Work on the housing project in the area of the former Junkers Aircraft Plant in Dessau was stopped by Walter Ulbricht. All efforts are now being concentrated on the reconstruction of the former two administrative buildings of the firm, which will be used by the Ministry for Transportation and Agricultural Machine Constructions. In this connection, the railroad repair shop in Dessau is to be moved to Stendal. The installation has requested that 100 flatcars be made available for the transportation of damaged electric locomotives returned from the USSR. [] the hangars to be built in the area of the Junkers Works were to be given a span of 100 meters and not, as originally planned, of 60 meters. The hangars were to be built in concrete.

11. Work on the former Junkers administration building was nearing completion. For the past 16 months, no Junkers personnel have returned from the USSR, although their return was announced for December 1952. Apartments have been requisitioned for leading technical personnel of the Junkers Aircraft Plant. The production of aircraft is to be concentrated in Central Germany, above all in Dresden, Rostock and Magdeburg. The area of the former BMW Plant in Stassfurt has not yet been cleared.

12. The IFA Engine Plant in Chemnitz employs about 2,800 men. Managing director is one Bartelt (fnu), who is about 45 years old. The plant produces F-8 and F-9 IFA (DKW) motors at a scheduled monthly rate of 2,300 units including 300 truck motors, probably of type F-9. The manufacture of spare parts to the value of 18 million eastmarks is envisaged for the current plan year. Preparations are being made for the manufacture of aircraft engines at the plant. 10 and 11

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1. [] Comment. The VEB Optima is identical with the VEB Optima Paper Working Machine Plant at 64 Riesaer Strasse, Leipzig O-29. The plant is assigned to the NV Polygraph (Main Administration for the Printing Trade). The identity of the VEB Printing Machines Plant could not be determined. The allocations mentioned are negligible and much too small for development work related to the aircraft industry.

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2. [] Comment. A resumption of the manufacture of aircraft in Halle is still unconfirmed. The HABAFMEFA Plant at 141 Halle Strasse in Halle-Annendorf is the former firm of Rausch & Filbry. It is unknown whether this plant is located in the area of a former Siebel aircraft plant.

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3. [] Comment. Information on the planned reconstruction of the Junkers Aircraft Plant and the confiscation by the Ministry for the Transport and Agricultural Machinery Industry of one building of the VEB Junkers & Co was transmitted previously. [] The VEB Junkers & Co, Thermic Apparatus, belong to the VVB Senar.

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4. [] Comment. The deactivation of the Dessau railroad repair shop was reported previously. []

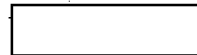
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5. Comment. It is believed improbable that the Polysius Plant will be made into a delivery plant for the Junkers firm. The Polysius Plant is a branch enterprise of the SAG AMO, which has specialized in the manufacture of machinery required by cement plants.

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6. Comment. It is not known to which plant in Raguhn this information refers.

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7. Comment. Heischel (fnu) is mentioned for the first time.

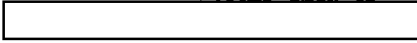
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8. Comment. No information is available concerning a cooperation between the Ministry of Mechanical Engineering, to which the VVB Magema (manufacture of machinery for the foodstuffs, refrigeration and chemical industry) is assigned, and of the Ministry of the Transportation and Agricultural Machine

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- Construction with the Main Administration for the Aircraft Industry. It had not been known that a Magema plant existed in Leipzig-Schkeuditz.

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
9. Comment. A transfer of the former Dessau railroad repair shop to Stendal was mentioned for the first time. 

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10. Comment. The information that preparations were being made for a production of aircraft engines at the IFA Plant in Chemnitz is unconfirmed. At present, the capacity of the East German motor vehicle industry is hardly adequate for the most urgent requirements. It is therefore believed that this information is incorrect.

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11. Comment. All incoming reports on the reconstruction of the Junkers Aircraft Plant in Dessau are transmitted immediately after receipt 

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-  The information obtained cannot always be verified immediately. Critical comments on the individual reports received to date will be transmitted in the near future.

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